

Salt Lake Evening Democrat.

VOL. II.—NO. 145.

SALT LAKE CITY, UTAH, FRIDAY, FEBRUARY 19, 1886.

FIVE CENTS.

BUSINESS CARDS.

RESMARIN AND ALL KINDS OF
FANCY DRUGS, 100 Main Street.
\$10,000—MONEY TO LOAN ON REAL
ESTATE, Diamonds, Watches, Jewelry and
Antiques. C. R. POMEROY, 125 Main Street.
C. ANDERSON HAS \$20,000 EAST
FARM AND LOCAL MONEY TO LOAN.
N. L. T. AND T. D. GUTHRIE, CATAWBA,
Business men engaged in all kinds of
business now followed. Office No. 27 Main
Street.

131 AT NO. 27 MAIN STREET THREE
doctors of first Hospital, Dr. D.,
Dr. H. M. KIMBALL, Dr. W. H. H. H. H.
the Microscopic and Analytic Physician,
the specialist, before taking medicine of
any kind. All orders by mail promptly filled
and sent to you. Address, 131 Main Street,
Salt Lake City, Utah.

ROOMS TO RENT.

Mrs. M. A. HENRICK, AT NO. 6 KIMBALL
Block, has an elegant upstairs Parlor and
bedroom, handsomely furnished which she
rents at \$10 per week or \$100 per month.
The room is large, parlor, etc., is all new,
and the rooms are first class.

PROFESSIONAL CARDS.

L. WILLIAMS,
Attorney-at-Law.
MAIN STREET.
John L. Hooper & Edridge, Inc.

Dental Office.

Dr. H. A. WHITNEY,
54 Main Street, Room 9, Hooper & El-
drige building.

Dentist.

Resid Building, opposite Continental Hotel,
West Temple street.
SALT LAKE CITY, UTAH.

DENTIST.

J. CHAPMAN, T. E. WHITLOCK, O. D. S.
CHAPMAN & WHITLOCK,
Walker Opera House. Anesthetics administered
and telephone in office.

Dentist.

Office—opposite the Walker House.
F. WILKINS,

Mining Engineer.

A mining and underground surveyor, with
a specialty—100 Main street (up stairs) by James &
J. W. HARRIS.

Accountant.

23 W. 2nd North St., Salt Lake City.
JOHN H. HAPPI.

COPYIST.

23 W. 2nd South St., Salt Lake City.

ASSAYERS.

W. A. HODGES,
Under the Post Office—Main St.,
SALT LAKE CITY, UTAH.

ASSAYER.

101 MAIN STREET, SALT LAKE CITY, UTAH.
All work Carefully and Promptly Executed.

MISCELLANEOUS.

LEWIS B. ROGERS,
INSURANCE.

THE LIONVILLE BANK CO.,
101 Main Street, Salt Lake City, UTAH,
1864-1865.

ORIENT INSURANCE CO.

Headquarters, Capital and Assets,
440-450 Main Street, Boston, Massachusetts.
1865-1866.

OFFICE—Safe Deposit Vaults, Union Na-
tional Bank.

LEVI BERG.

J. OBERNDORFER,
LEVIBERG & CO.,
IMPORTING

TAILORS
AND
HABERDASHERS.

101 SOUTH MAIN STREET.

Under taken for Stevens & Clark Importers
Martinsville, Indiana.

Wholesale and Retail.

KAHN BROS., Well-Known
Wholesale and Retail

GROCERS.

Country Doctors will add to their ADVA-
ANTAGE and send their orders to the above firm.

Retail Department

THE FRESHEST AND BEST GOODS ARE KEPT IN
STOCK.

SALT LAKE CITY, UTAH.

SPENCER & KIMBALL'S

\$6.00

SHOE,

ALL SOLID,

Three Styles.

AT

160 Main Street

MARY L. LOMAX JOHN H. CARTER

LOMAX & CARTER,

Confectionery

AND

OYSTERS.

NEW STAND JUST OPENED.

We make a specialty of Supplying Church and
Social Parties with everything in our line.

NO. 29 E. First South.

O. S. CARVER,

Livery, Feed & Sales Stable

WE THE FINEST MARRIAGE ATTORNEYS
in the country.

McINTOSH & TAYLOR, and
PARKER & CO.

Very Reasonable and Satisfaction Assured.

Practices.

1274-1280

ALL ALONG THE LINES.

The Transcontinental Pool Smash
Causes a Heavy Cut in Pass-
enger Rates.

Senate Resolution of Inquiry Into
the Killing of Captain Crawford.

The Reagan Silver Bill Expected to
Come Up for Discussion.

The Great Railroad Cut.

Chicago, February 18.—All Chicago rail-
roads having transcontinental connections
are booking passengers to San Francisco at
the following figures: First-class, unlimited
from \$70 to \$80; second-class, limited, \$40 to
\$50; and third-class, limited, \$20 to
\$30. This is a reduction of about \$10 on first-
class rates. Rates to Portland or to California
via the Northern Pacific remain unchanged.
The railroads have decided to abandon the
silver question. A careful review of
the composition of the committee, as stated
by its chairman, discloses the fact that, not-
withstanding the addition of Mr. Findley,
a non-commissioned member, a majority of the members
are opposed to the suspension of the coinage
of silver.

FORTY-NINTH CONGRESS.

The Senate.

WASHINGTON, February 18.—The Chair
man before the Senate a committee from the
Secretary of the Interior, transmitting a copy of the laws passed at the last
session of the Legislature of Arizona.

Manderon offered a resolution directing
the Secretaries of State and War to inquire
and report to the Senate the facts surrounding
the killing of Captain Emmett Emmett
Crawford, said to have been an agent or
attache of the Mexican government, and to
recommend what steps were to be taken
for the punishment of the Mexican govern-
ment for this killing.

Another expected Railroad War.

New York, February 18.—The railroad com-
munity is still awaiting to see what the
action of the Association will be in regard to
the killing of Captain Crawford. The
Association is waiting for its neighbor to in-
augurate a rate war, which it now inevitabil-
ly must do. An agent of one of the most prominent
Peoples roads said, despite the Wall street
rumors to the contrary, circulated probably
for stock dealing purposes, the transconti-
nental pool was positively and firmly dis-
engaged from the clipper freight. There
was no absolute nothing while the
famous valuation of all rates to the
Coast will ensue for the next ninety days
at least. Every man who attended yesterday's
meeting at the Windsor, left last night with
a full determination that no standard of
rates could prevail until all parties were
engaged in the same. The railroads are
engaged for such a settlement, and most
certainly the railroads will open the ball by sending
on a load of goods to Fresno. The road
ship will start in 10 car rates at once, and all the other lines will toll on
that. The railroads are engaged for the
clipper freight, and will do absolutely nothing while the
standard war is in progress.

"Who are the most prominent factors in
the present trouble?" asked the reporter.

"It is a contest between the Atchison, To-
peka and Santa Fe, the Union Pacific and the
Northern and Central roads, with the odds in favor of the
latter."

The Union and Central Pacific roads re-
duce in passenger rates of fifty per cent.
Between San Francisco and Omaha will be
reduced by one-half, and by a reduction
of freight rates. All the other lines will toll on
the Missouri river, making a like compen-
sation for business, the amount of which is
heavier than last year, when full tariff rates
prevailed.

Now You Get Cheap Riding.

Decatur, February 18.—On account of the
failure of the Transcontinental Railway As-
sociation to agree upon the terms of the
pool, the Santa Fe, Union Pacific and Den-
ver & Rio Grande roads have agreed to a
cut of two dollars in each passenger
rate and eighteen dollars each in freight
rates until the bill takes effect.

Henry's bill will open the ball by sending
on a load of goods to Fresno. The road
will start in 10 car rates at once, and all the other lines will toll on
that. The railroads are engaged for the
clipper freight, and will do absolutely nothing while the
standard war is in progress.

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Two Anti-Chinese Measures.

Washington, February 18.—There has
been some talk as to the difference between
the Chinese bills introduced in the House by
Representatives Felton and Henley. Repre-
sentative McNamee, who has been examin-
ing both bills, says that the points of differ-
ence are small, and that the Chinese
should be taxed, but that the Chinese
should not be taxed.

Mr. McNamee's bill provides that the
Chinese should be taxed, but that the Chinese
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